

# China Mail

Established February, 1846.

OUR JOBBING DEPARTMENT  
HAVING both REPLEN-  
ISHED with a large as-  
sortment of the latest EUROPEAN  
and AMERICAN NOVELTIES,  
we are prepared to execute  
orders for FANCY WORK with  
neatness and despatch, and at  
very moderate rates.

CHINA MAIL OFFICE.

Vol. XLX. No. 9937.

第十二月二十日四九百八十一英

HONGKONG, THURSDAY, DECEMBER 20, 1894.

日四十月一十年午甲

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL

LONDON:—F. ALLOA, 11 & 12 Clement's Lane, Lombard Street, E.C.; GORDON STREET & CO., 30, Cornhill; GORDON & GOTCH, Ludgate Circus, E.C.; RATES HENRY & CO., 37, Walbrook, E.C.; SAMUEL DEAN & CO., 150 & 154, Leadenhall Street; W. H. WILDE, 153, Cannon Street, E.C.; ROBERT WATSON, 150, Fleet Street.

PARIS AND EUROPE:—MAYENCE, FAVER & CO., 18, Rue de la Grange Bâtie.

NEW YORK:—J. STEWART HAPPEL, THE CHINESE EVANGELIST OFFICE, 62, West 22d Street.

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORDON, Melbourne and Sydney.

CYPRUS:—W. M. SMITH & CO., THE APOTHECARY CO., Colombo.

SINGAPORE, STRAITS, &c.:—KELLY & WALSH, LTD., Singapore.

CHINA:—MACAO, A. A. DA CERZ, Amoy, N. MOALIE & CO., LIMITED, Foochow, Heng & Co., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & CO., and KELLY & CO.

## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000.  
RESERVE FUND ..... \$4,500,000.  
RESERVE LIABILITY OF PROPHETORS ..... \$10,000,000.

COURT OF DIRECTORS:—  
C. J. HOLLIDAY, Esq.—Chairman.

J. S. MOSEY, Esq.—Deputy Chairman.

R. M. GRAY, Esq. Hon. A. McConachie,  
H. H. HOPPIN, Esq. S. C. Michaelson,  
H. H. JOSEPH, Esq. Esq.,  
Hon. J. J. KEEWICK, D. R. SASSOON, Esq.  
Julius Kramer, Esq.

CHIEF MANAGER:—  
Hongkong:—T. JACKSON, Esq.

MANAGER:—  
Shanghai:—H. M. BEVAN, Esq.

LONDON BANKERS:—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—  
For 3 months 3 per cent. per annum.

..... 6 " 4 " " 12 " 5 "

T. JACKSON, Chief Manager.

Hongkong, August 18, 1894. 332

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.  
HEAD OFFICE, LONDON.

CAPITAL PAID-UP ..... £300,000  
RESERVE LIABILITY OF SHAREHOLDERS ..... £300,000  
RESERVE FUND ..... £275,000

INTEREST allowed on Current Account at the rate of 2% per annum on the daily balance.

On Fixed Deposits for 12 months 5%

..... 6 " 4 "

..... 9 " 3 " 8 %

A. C. MARSHALL, Manager, Hongkong.

Hongkong, May 17, 1894. 825

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 5 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,

T. JACKSON, Chief Manager.

Hongkong, May 15, 1894. 1515

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ..... £1,500,000.  
SUBSCRIBED ..... £1,125,000.  
PAID-UP ..... £562,500.

Bankers:—  
LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the rate of 2% per annum on the daily balance.

ON FIXED DEPOSITS:—

For 12 Months ..... 5 %

For 6 Months ..... 4 %

For 3 Months ..... 3 %

JOHN THURBURN, Manager, Hongkong.

Hongkong, June 18, 1894. 228

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL ..... £2,000,000.  
CAPITAL CALLED UP ..... £251,000,15.0.

Bankers:—  
CAPITAL & COUNTRY BANK, LIMITED.

Head Office:—  
3, PRINCES STREET, LONDON.

Branches:—  
BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.

Agencies:—  
PENANG, SINGAPORE, AND YOKOHAMA.

RATES OF INTEREST.  
Allowed on Current Accounts and Fixed Deposits can be ascertained on application.

Every description of Banking and Exchange business transacted.

CHANTREY INCHBALD,

Manager.

Hongkong, November 6, 1894. 247

## Intimations.

### CUSTOMS NOTIFICATIONS.

No. 61.

NOTICE is hereby given that TUESDAY next, the 26th Instant, and TUESDAY, the 1st January, 1895, will be observed as HOLIDAYS at the KOWLOON CUSTOMS OFFICE.

Work at the Opium Examination Office and Customs Stations will proceed as usual.

H. ELGAR HOBSON,  
Commissioner of Customs for Kowloon and District.

CUSTOM HOUSE, Kowloon, 18th December, 1894. 2062

CHRISTMAS HOLIDAYS.

In accordance with Ordinance No. 6 of 1855, the Undermentioned BANKS will be CLOSED for the Transaction of Public Business on TUESDAY and WEDNESDAY, the 23rd and 26th Instant, respectively.

For the Chartered Bank of India, Australia and China.

A. C. MARSHALL,  
Manager, Hongkong.

For the Hongkong and Shanghai Banking Corporation.

T. JACKSON,  
Chief Manager.

For the Bank of China, Japan, and the Straits, LTD., Hongkong.

CHANTREY INCHBALD,  
Manager.

For the National Bank of China, Limited.

GEO. W. F. PLAYFAIR,  
Chief Manager.

For the Mercantile Bank of India, Limited.

JOHN THURBURN,  
Manager, Hongkong.

For the Banque de l'Indo-Chine, Hongkong Agency.

E. MAYER,  
Manager.

Hongkong, December 19, 1894. 2064

CHRISTMAS HOLIDAYS.

The Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on TUESDAY and WEDNESDAY, the 23rd and 26th Instant, respectively.

JARDINE, MATHESON & CO., General Agents, Canton Insurance Office, Ltd.; General Managers, Hongkong Fire Insurance Co., Ltd.

DOUGLAS JONES,  
Acting Secretary.

Union Insurance Society of Canton, Ltd.

W. H. PERCIVAL,  
Agent, North-China Insurance Co., Ltd.

W. H. RAY,  
Secretary, China Traders' Insurance Co., Ltd.

SHEWAN & CO., Agents, Yangtze Insurance Association, Ltd.

JAMES B. COUGHTRIE,  
Secretary, China Fire Insurance Co., Ltd.

W. M. MACBEAN,  
Agent, The Straits Insurance Co., Ltd.

The Straits Insurance Co., Ltd.

Hongkong, December 19, 1894. 2070

CHRISTMAS HOLIDAYS.

The Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on TUESDAY and WEDNESDAY, the 23rd and 26th Instant, respectively.

JARDINE, MATHESON & CO., General Agents, Canton Insurance Office, Ltd.; General Managers, Hongkong Fire Insurance Co., Ltd.

DOUGLAS JONES,  
Acting Secretary.

Union Insurance Society of Canton, Ltd.

W. H. PERCIVAL,  
Agent, North-China Insurance Co., Ltd.

W. H. RAY,  
Secretary, China Traders' Insurance Co., Ltd.

SHEWAN & CO., Agents, Yangtze Insurance Association, Ltd.

JAMES B. COUGHTRIE,  
Secretary, China Fire Insurance Co., Ltd.

W. M. MACBEAN,  
Agent, The Straits Insurance Co., Ltd.

The Straits Insurance Co., Ltd.

Hongkong, December 19, 1894. 2070

CHRISTMAS HOLIDAYS.

The Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on TUESDAY and WEDNESDAY, the 23rd and 26th Instant, respectively.

JARDINE, MATHESON & CO., General Agents, Canton Insurance Office, Ltd.; General Managers, Hongkong Fire Insurance Co., Ltd.

DOUGLAS JONES,  
Acting Secretary.

Union Insurance Society of Canton, Ltd.

W. H. PERCIVAL,  
Agent, North-China Insurance Co., Ltd.

W. H. RAY,  
Secretary, China Traders' Insurance Co., Ltd.

SHEWAN & CO., Agents, Yangtze Insurance Association, Ltd.

JAMES B. COUGHTRIE,  
Secretary, China Fire Insurance Co., Ltd.

W. M. MACBEAN,  
Agent, The Straits Insurance Co., Ltd.

The Straits Insurance Co., Ltd.

Hongkong, December 19, 1894. 2070

CHRISTMAS HOLIDAYS.

The Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on TUESDAY and WEDNESDAY, the 23rd and 26th Instant, respectively.

JARDINE, MATHESON & CO., General Agents, Canton Insurance Office, Ltd.; General Managers, Hongkong Fire Insurance Co., Ltd.

DOUGLAS JONES,  
Acting Secretary.

Union Insurance Society of Canton, Ltd.

W. H. PERCIVAL,  
Agent, North-China Insurance Co., Ltd.

W. H. RAY,  
Secretary, China Traders' Insurance Co., Ltd.

SHEWAN & CO., Agents, Yangtze Insurance Association, Ltd.

JAMES B. COUGHTRIE,  
Secretary, China Fire Insurance Co., Ltd.

W. M. MACBEAN,  
Agent, The Straits Insurance Co., Ltd.

The Straits Insurance Co., Ltd.

Hongkong, December 19, 1894. 2070

CHRISTMAS HOLIDAYS.

The Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on TUESDAY and WEDNESDAY, the 23rd and 26th Instant, respectively.

JARDINE, MATHESON & CO., General Agents, Canton Insurance Office, Ltd.; General Managers, Hongkong Fire Insurance Co., Ltd.

DOUGLAS JONES,  
Acting Secretary.

Union Insurance Society of Canton, Ltd.

W. H. PERCIVAL,  
Agent, North-China Insurance Co., Ltd.

W. H. RAY,  
Secretary, China Traders' Insurance Co., Ltd.

SH

## Mails.

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOT POSTE FRANCAIS.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, SUEZ,  
PORT SAID,  
MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MARSEILLES, LONDON,  
HAVRE AND BORDEAUX;  
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 26th December, at Noon, the Company's Steamship *OXUS*, Commandant Dupont, with MAIIS, PASSENGERS, SPICES, and CARGO, will leave this Port for the above place.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 25th December, 1894. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Pack to be required.

For further particulars, apply to the Company's Office.

G. de CHAMPEAUX,  
Agent.

Hongkong, December 13, 1894. 2027

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

*Sikh* ..... Tuesday Jan. 15.  
*Victoria* ..... Tuesday Jan. 22/05.  
*Tacoma* ..... Tuesday Feb. 26/05.  
*Sikh* ..... Tuesday Jan. 19/05.  
*Victoria* ..... Tuesday April 9/05.

The Steamship *Sikh*, Captain J.A. Rowley, sailing at Noon, on TUESDAY, the 1st January, will proceed to VICTORIA, B.C., and TACOMA via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japanese Coast Points, and to Canada and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARILL & CO.,  
Agents.

Hongkong, December 12, 1894. 2019

NORDDEUTSCHE LLOYD.

## NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN,  
SUEZ, PORT SAID,  
NAPLES, GENOA,  
ANTWERP, BREMEN & HAMBURG,  
PORTS IN THE LEVANT, BLACK  
SEA & BALTIC PORTS.

LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

ON MONDAY, the 7th day of January, 1895, at 3 p.m., the Company's Steamship *GERA*, Captain B. BLANKE, with MAIIS, PASSENGERS, SPICES and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 5th Jan., 1895. Cargo and Specie will be received on board until Noon, on MONDAY, the 7th January, and Parcels will be received (at the Agency's Office) until Noon, on SUNDAY, the 6th January. Contents of Packages are required. No Parcel Receipts will be signed at less than \$2, and Parcels should not exceed Two Feet Cubic in measure.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to

MELCHERS & CO.,  
Agents.

Hongkong, December 17, 1894. 2048

NOTICE TO CONSIGNEES.  
FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE S.S. *Ararat* Apear having arrived  
from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after the 22nd Instant, at Noon, will be landed at Consignees' risk and expense into the Godowns of the WANGHAI WAREHOUSE AND STORAGE CO., LTD., Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take immediate delivery of their Goods from alongside; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

DAVID SASSOON, SONS & CO.,  
Agents.

Hongkong, December 20, 1894. 2073

## To-day's Advertisements.

## NOTICE.

THE ANNUAL MEETING of the SHAREHOLDERS in all SUBSCRIBERS to the CITY HALL will be held in the LIBRARY of the CITY HALL, at Half-past Two o'clock on SATURDAY, the 2nd day of (D.) COMBE instant.

L. L. DENNYS,  
Secretary.

Hongkong, December 20, 1894. 2073

CANTON INSURANCE OFFICE,  
LIMITED.

## NOTICE.

NOTICE is hereby given that SCRIpT CERTIFICATE No. 932, issued in November, 1892, for TWO SHARES standing in the Name of Mr. LEE HIN TIN, of Hongkong, has been LOST, and should the same not be produced before the 4th Proximo, a NEW SCRIP CERTIFICATE will be ISSUED to the said Mr. LEE HIN TIN, and no transaction taking place under the said Scrip Certificate No. 932 will be recognized by the Office.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 25th December, 1894. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Pack to be required.

For further particulars, apply to the Company's Office.

G. de CHAMPEAUX,  
Agent.

Hongkong, December 13, 1894. 2027

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

*Sikh* ..... Tuesday Jan. 15.  
*Victoria* ..... Tuesday Jan. 22/05.  
*Tacoma* ..... Tuesday Feb. 26/05.  
*Sikh* ..... Tuesday Jan. 19/05.  
*Victoria* ..... Tuesday April 9/05.

The Steamship *Sikh*, Captain J.A. Rowley, sailing at Noon, on TUESDAY, the 1st January, will proceed to VICTORIA, B.C., and TACOMA via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japanese Coast Points, and to Canada and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARILL & CO.,  
Agents.

Hongkong, December 12, 1894. 2019

NORDDEUTSCHE LLOYD.

## NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN,  
SUEZ, PORT SAID,  
NAPLES, GENOA,  
ANTWERP, BREMEN & HAMBURG,  
PORTS IN THE LEVANT, BLACK  
SEA & BALTIC PORTS.

LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

ON MONDAY, the 7th day of January, 1895, at 3 p.m., the Company's Steamship *GERA*, Captain B. BLANKE, with MAIIS, PASSENGERS, SPICES and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 5th Jan., 1895. Cargo and Specie will be received on board until Noon, on MONDAY, the 7th January, and Parcels will be received (at the Agency's Office) until Noon, on SUNDAY, the 6th January. Contents of Packages are required. No Parcel Receipts will be signed at less than \$2, and Parcels should not exceed Two Feet Cubic in measure.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to

MELCHERS & CO.,  
Agents.

Hongkong, December 17, 1894. 2048

NOTICE TO CONSIGNEES.  
FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE S.S. *Ararat* Apear having arrived  
from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after the 22nd Instant, at Noon, will be landed at Consignees' risk and expense into the Godowns of the WANGHAI WAREHOUSE AND STORAGE CO., LTD., Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take immediate delivery of their Goods from alongside; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

DAVID SASSOON, SONS & CO.,  
Agents.

Hongkong, December 20, 1894. 2073

## To-day's Advertisements.

## NOTICE.

THE ANNUAL MEETING of the SHAREHOLDERS in all SUBSCRIBERS to the CITY HALL will be held in the LIBRARY of the CITY HALL, at Half-past Two o'clock on SATURDAY, the 2nd day of (D.) COMBE instant.

L. L. DENNYS,  
Secretary.

Hongkong, December 20, 1894. 2073

CANTON INSURANCE OFFICE,  
LIMITED.

## NOTICE.

NOTICE is hereby given that SCRIpT CERTIFICATE No. 932, issued in November, 1892, for TWO SHARES standing in the Name of Mr. LEE HIN TIN, of Hongkong, has been LOST, and should the same not be produced before the 4th Proximo, a NEW SCRIP CERTIFICATE will be ISSUED to the said Mr. LEE HIN TIN, and no transaction taking place under the said Scrip Certificate No. 932 will be recognized by the Office.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 25th December, 1894. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Pack to be required.

For further particulars, apply to the Company's Office.

G. de CHAMPEAUX,  
Agent.

Hongkong, December 13, 1894. 2027

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

*Sikh* ..... Tuesday Jan. 15.  
*Victoria* ..... Tuesday Jan. 22/05.  
*Tacoma* ..... Tuesday Feb. 26/05.  
*Sikh* ..... Tuesday Jan. 19/05.  
*Victoria* ..... Tuesday April 9/05.

The Steamship *Sikh*, Captain J.A. Rowley, sailing at Noon, on TUESDAY, the 1st January, will proceed to VICTORIA, B.C., and TACOMA via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japanese Coast Points, and to Canada and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARILL & CO.,  
Agents.

Hongkong, December 12, 1894. 2019

NORDDEUTSCHE LLOYD.

## NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN,  
SUEZ, PORT SAID,  
NAPLES, GENOA,  
ANTWERP, BREMEN & HAMBURG,  
PORTS IN THE LEVANT, BLACK  
SEA & BALTIC PORTS.

LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

ON MONDAY, the 7th day of January, 1895, at 3 p.m., the Company's Steamship *GERA*, Captain B. BLANKE, with MAIIS, PASSENGERS, SPICES and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 5th Jan., 1895. Cargo and Specie will be received on board until Noon, on MONDAY, the 7th January, and Parcels will be received (at the Agency's Office) until Noon, on SUNDAY, the 6th January. Contents of Packages are required. No Parcel Receipts will be signed at less than \$2, and Parcels should not exceed Two Feet Cubic in measure.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to

MELCHERS & CO.,  
Agents.

Hongkong, December 17, 1894. 2048

NOTICE TO CONSIGNEES.  
FROM CALCUTTA, PENANG AND  
SINGAPORE.

## INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.

The Members of the Institution of Engineers and Shipbuilders of Hongkong met last night in their rooms to hear a Paper on 'Workshop Practice' read by Mr. John Kyles, foreman of machine shop at Kowloon Docks. There was more than the average number of members and others present, who throughout showed considerable interest in the paper.

The President, Mr. D. Gillies, occupied the chair, and in his opening remarks said he had known Mr. Kyles for many years as a very capable and successful foreman, and would recommend careful attention to the paper, as, from Mr. Kyles' experience, there would be many points of interest and information.

Mr. Kyles then proceeded to read his paper and illustrated his subject by several valuable models, and many carefully prepared drawings—reminding some of his audience of the lecture rooms in Academic institutions at home.

At the conclusion of the paper, the President invited any of the members present to critics or ask questions in connection with the subject before the meeting. He then proceeded to give an account of some of his experiences of workshop practice in the years of his apprenticeship, and comparing the results with what is done in the established works of the Dock Co., illustrated the great advance made in labour-saving machinery.

Mr. R. Mitchell followed with a few remarks on various points of interest in the paper and started a discussion on 'Shirkage'—not in the local shark market—but in connection with built-up crank shafts and tail shaft liners. He also commended Mr. Kyles on the excellent preparation of, and care bestowed on his subject.

Messrs. E. C. Murphy, C. F. Mendham, W. Walker, and W. G. Winterburn took part in the discussion or asked questions.

The President then closed the discussion and called for very cordial vote of thanks to Mr. Kyles. He said that he was pleased to preside at such a very interesting meeting and trusted the members would take more and more interest in such gatherings for mutual benefit and instruction.

Mr. Kyles briefly replied; and at the close of the meeting presented his models to the Institution.

On the proposition of Mr. A. Bain, a vote of thanks to the Chairman was heartily accorded.

## LADIES' BENEVOLENT SOCIETY. ANNUAL MEETING.

The annual meeting of the subscribers to the Ladies' Benevolent Society of Hongkong was held in the City Hall this afternoon.

The Hon. J. J. Kewick presided, and in addition to a number of ladies the following gentlemen were present: Bishop Burdon, Capt. G. C. Anderson, Rev. R. F. Cobbold, Rev. A. G. Goldsmith, Mr. H. E. Woolhouse, and Mr. G. Sharp.

Apologies were intimated from Mrs. Burdon and Mrs. Master.

The Chairman, in proposing the adoption of the report and accounts for the past year, said—Ladies and gentlemen,—It gives me very great pleasure to be present here to-day and to preside over this meeting. The work done by the Ladies' Benevolent Society of Hongkong is work that is in some degree unseen, but there can be no question, in the records of the Society show, of the efficiency and usefulness of the work which the Ladies' Committee so quietly and unostentatiously carry on. The Society I believe has now been in existence for five years. It is very difficult for us to estimate correctly the amount of good it has done for the needy, just as we are unable to estimate the amount of suffering that exists around us. The work of the Society has not fallen off in any way during the past year. Within the past twelve months persons of all nationalities have been relieved. There are those who have been stranded upon this far away spot without health, money or friends, who have been obliged to come to this Society for assistance, and who have been sent on their way rejoicing, with some degree of prosperity. The Committee has received letters from various persons who have been assisted, and they all express grateful thanks for what was done for them. No less than fifty-seven cases came before the Society during the past year, and the time and patience which have had to be expended upon each of these has been very considerable, because no case, I understand, is ever relieved without an investigation into all the circumstances, to find out whether it is one which is worthy of the assistance of the Society. But while the ladies of this Society are always ready to give their time and patience it is from the charitable disposed in this community who have money to spare that the most that the funds necessary for carrying on the good work, and I hope the appeal need not be made in vain for the monetary assistance which is necessary to help our less fortunate brothers and sisters who are stranded destitute amongst us. With regard to the accounts I regret to say that the balance in hand is only \$20,000. This is a somewhat smaller sum than one would like to see standing to the credit of such a useful Society, but I hope it will be very considerably augmented during the current year. It is certainly not small because of the expenses of the management of the Society, for I see that the working expenses for the past year amounted to the small sum of \$36,56. I should like to know if there is another institution in Hongkong carried on such eminently economical lines. Before submitting the report and accounts for adoption, it does not occur to me that there is much for me to notice, but I am glad to remark in reference to what I have already said with regard to the grateful acknowledgement of the assistance afforded by this Society to persons who have been sent to their friends, that one of these has refused the sum of \$210, being the amount expended for his assistance. I think that this one item alone ought to be matter of encouragement to all those who take any interest whatever in the good work of this Society as showing that they don't cast their bread upon the water to no purpose (applause). I would also remark, ladies and gentlemen, that the balance would have been very much larger had it not been that for the wants of one person alone the large sum of \$300 had to be expended. You will observe from the report that several ladies retire by rotation from the Committee, and some because they are leaving the colony. I am sure these ladies who are

leaving will be very much missed. I cannot doubt that all present would wish me to express their very great regret and sorrow which is felt by the removal by death of a lady who has given her services so devotedly to the good work of the Society, and to express our sympathy with the friends who have sustained this sad bereavement (applause). I beg to propose that the report and accounts as presented to this meeting be adopted and passed.

Mr. Wodehouse seconded. Agreed.

Rev. R. F. Cobbold moved a vote of thanks to the Chairman. It had been said recently that during the last twenty-five years the relief of the poor of London had been raised to the dignity of a science, and Mr. Cobbold was of opinion from what he had seen of the work of the Ladies' Benevolent Society in Hongkong that the relief of their poor and distressed brethren had been also raised to the dignity of a science. He condemned, as a hindrance to the work of the Society, the indiscriminate and promiscuous bestowal of alms throughout the city. He said they were especially grateful to Mr. Keswick for giving up so much of his valuable time to interest himself in the affairs of the Society. Mr. Keswick briefly acknowledged.

Rev. A. G. Goldsmith moved a vote of thanks to the Ladies' Committee. He could assure the subscribers that none but genuine cases of distress were assisted after a thorough examination into the merits or demerits of the case. A good deal of small charity was bestowed by the public upon unworthy subjects, and he would remind the public that their charity would be laid out to more advantage through the Ladies' Benevolent Society. It was not generally known that the Government of the Colony made provision for the treatment of vagrants and saw to it that they were helped out of the Colony.

Mr. Granville Sharp seconded, and also eulogized the ladies for the excellent manner in which they carried out the investigation of the multiplicity of cases coming before them. This concluded the business of the meeting.

## THE SANITARY BOARD.

The fortnightly meeting of the Sanitary Board was held this afternoon—Hon. F. A. Cooper, Director of Public Works (Vice-President) presiding. There were also present—Dr. Ayres, Colonial Surgeon; Mr. Geo. Horspool, Acting Captain Superintendent of Police; Dr. Hartigan, Mr. R. K. Leigh, and Mr. H. McCallum, Secretary.

A quorum was secured after waiting three-quarters of an hour. Messrs. Cooper and Leigh and Dr. Hartigan were present at the time fixed for the meeting.

MORTALITY STATISTICS.

The Secretary reported that the death-rate for the week ended 8th inst. was 20.1 as compared with 22.8 in the corresponding week of last year. He added—The death from typhoid fever occurred in the Nethers Hospital. Enquiries are being made as to where the deceased came from, and the state of the dwelling in which he died, etc.

Dr. Hartigan—Patient of mine; came from Canton straight to Hospital with fever.

## INSPECTION OF HOUSE DRAINS.

A letter was read from the Acting Colonial Secretary requesting, on behalf of the Governor, that in the detail inspection of houses about to be undertaken by the Board the attention of the Inspectors might be directed in the first instance to those houses at present discharging their drainage into the Harbour within the areas recently reclaimed, or those in course of reclamation, so as to render practicable as far as possible, the connection of such houses drains with the new sewers and the extension of their outfalls beyond the areas reformed.

Mr. R. K. Leigh—I certainly think that those which are the Central District should be dealt with first in all matters of sanitation. The Society I believe has now been in existence for five years. It is very difficult for us to estimate correctly the amount of good it has done for the needy, just as we are unable to estimate the amount of suffering that exists around us. The work of the Society has not fallen off in any way during the past year. Within the past twelve months persons of all nationalities have been relieved. There are those who have been stranded upon this far away spot without health, money or friends, who have been obliged to come to this Society for assistance, and who have been sent on their way rejoicing, with some degree of prosperity. The Committee has received

letters from various persons who have been assisted, and they all express grateful thanks for what was done for them. No less than fifty-seven cases came before the Society during the past year, and the time and patience which have had to be expended upon each of these has been very considerable, because no case, I understand, is ever relieved without an investigation into all the circumstances, to find out whether it is one which is worthy of the assistance of the Society. But while the ladies of this Society are always ready to give their time and patience it is from the charitable disposed in this community who have money to spare that the most that the funds necessary for carrying on the good work, and I hope the appeal need not be made in vain for the monetary assistance which is necessary to help our less fortunate brothers and sisters who are stranded destitute amongst us.

The Vice-President—I quite fail to understand what Mr. Francis meant when he wrote this minute. I think there is no question that the Central District would be the better one to deal with, and the sooner the drains are re-connected with the sewer the better. As regards fiscal matter, it will be far easier to deal with it in the small drains across the reclamation than in the storm water drains. I move that the Board direct the Secretary to reply that effect will be given to this communication.

Mr. Leigh seconded.

## THE ASSISTANT SANITARY SURVEYOR AND PRIVATE WORK.

The following letter was read from Mr. E. A. Ram, the newly-appointed Assistant Sanitary Surveyor:

Queen's Road, 11th December, 1894.

Sir.—In reply to your minute of 10th inst., desiring to be informed as to the character of the work that I propose to undertake and to the extent to which my time will be taken up by it, I have the honour to inform you that the work I have in mind is the generally carried out by an architect and surveyor, except that I shall not think of undertaking work of a purely sanitary nature, as house drains, &c., which might appear to clash with my public duties. The work that I have immediately in view is godown work, and I think that I shall not have the least difficulty in getting through any private work that is offered to me without trenching upon official hours.

As a matter of fact, it is not so much that I am anxious to get work just now, as that I am only anxious not to have to send away clients if they offer themselves. It is what my position is now that induces me—I am, Sir, truly,

EDWARD A. RAM.

Appended were the following minutes:

Mr. J. J. Francis—I understand from the wording of Mr. Ram's first application that he had certain work in hand on which he was actually engaged and wanted permission to continue in charge of it. I do not think he can be permitted to take work with the Bill as it comes from the Sanitary Board, on Saturday next. I do not know what hour would be most convenient for members.

Dr. Ho Kai—Next Saturday! Two days after this?

His Excellency—Yes.

Dr. Ho Kai—I am afraid the Unofficial Member would require some time to consider it.

His Excellency—They have had it's long time already.

Dr. Ho Kai—They have had to consider other matters as well, and knowing the bill was to be left to the Sanitary Board we postponed consideration of it till last of all.

The Vice-President—it is quite contrary to all principles of this Board to undertake

private work. He is already one of the

## Taipingshan Commission surveyors.

second Dr. Hartigan's motion.

## APPOINTMENT OF INSPECTORS.

Mr. Leigh reported that the small committee appointed to consider the applications for the six new appointments as Sanitary Surveyors had recommended six applicants to the Government.

The Secretary stated that the Government had accepted the Committee's recommendations.

## THE POLLUTED WELL QUESTION.

A petition was read from the Government of the Tung Wah Hospital requesting the Board to reconsider its decision to close a well attached to the Man Mo temple.

The Vice-President said this was one of the work wells recently closed. It had been certified by the Government Analyst as tainted by impurities and injurious to health.

Dr. Hartigan said he would oppose the petition.

On the motion of the Vice-President, seconded by Dr. Ayres, it was unanimously agreed to inform the petitioners that the Board could not entertain their request.

## THE SENIOR INSPECTOR'S SALARY.

A letter was submitted from the Acting Colonial Secretary, stating that the Government, in order to meet the report and accounts as presented to the Sanitary Board, had recommended an increase in the salary of the Senior Inspector.

The Secretary stated that the Government had accepted the Committee's recommendations.

## ADMIRAL ITO SPEAKS OF THE YALU BATTLE.

## NO TORPEDOES ON THE JAPANESE SQUADRONS.

From a letter by Mr. Jas. Creelman, of the San Francisco *Examiner*, in which he describes the Battle of the Yalu, we gather that the war correspondent was able to elicit from Admiral Ito some expressions of opinion as to the fight. This form rather interesting reading. For instance:

'To what do you chiefly attribute the success of the Japanese fleet?' I asked, as the Admiral talked over the details of the battle. 'Largely to Providence,' he answered. 'The escape of the *Saikyo Maru* from the torpedoes, for instance, was a miracle.'

'Why did you not use torpedoes against the iron-clads?' I thought that was the fundamental principle of an attack on armoured battle-ships by weaker vessels.'

The Admiral, winced and hesitated.

'That hit him in a tender spot. The distance was great.'

Notwithstanding this statement of Admiral Ito I have already learned on unimpeachable authority that there was not a torpedo in the Japanese fleet.

I am sorry that we were responsible for this grave omission.

It is the one serious blunder made by the Japanese since the beginning of the war.

Had the fleet been provided with torpedoes it is reasonably certain that one or both of the Chinese ironclads would have been destroyed.

The absence of torpedoes is all the more surprising considering the magnificent equipment of the two squadrons in other respects.

Notwithstanding the statement of Admiral Ito I have already learned on unimpeachable authority that there was not a torpedo in the Japanese fleet.

I am sorry that we were responsible for this grave omission.

It is the one serious blunder made by the Japanese since the beginning of the war.

Had the fleet been provided with torpedoes it is reasonably certain that one or both of the Chinese ironclads would have been destroyed.

The absence of torpedoes is all the more surprising considering the magnificent equipment of the two squadrons in other respects.

Notwithstanding the statement of Admiral Ito I have already learned on unimpeachable authority that there was not a torpedo in the Japanese fleet.

I am sorry that we were responsible for this grave omission.

It is the one serious blunder made by the Japanese since the beginning of the war.

Had the fleet been provided with torpedoes it is reasonably certain that one or both of the Chinese ironclads would have been destroyed.

The absence of torpedoes is all the more surprising considering the magnificent equipment of the two squadrons in other respects.

Notwithstanding the statement of Admiral Ito I have already learned on unimpeachable authority that there was not a torpedo in the Japanese fleet.

I am sorry that we were responsible for this grave omission.

It is the one serious blunder made by the Japanese since the beginning of the war.

Had the fleet been provided with torpedoes it is reasonably certain that one or both of the Chinese ironclads would have been destroyed.

The absence of torpedoes is all the more surprising considering the magnificent equipment of the two squadrons in other respects.

Notwithstanding the statement of Admiral Ito I have already learned on unimpeachable authority that there was not a torpedo in the Japanese fleet.

I am sorry that we were responsible for this grave omission.

It is the one serious blunder made by the Japanese since the beginning of the war.

Had the fleet been provided with torpedoes it is reasonably certain that one or both of the Chinese ironclads would have been destroyed.

The absence of torpedoes is all the more surprising considering the magnificent equipment of the two squadrons in other respects.

Notwithstanding the statement of Admiral Ito I have already learned on unimpeachable authority that there was not a torpedo in the Japanese fleet.

I am sorry that we were responsible for this grave omission.

It is the one serious blunder made by the Japanese since the beginning of the war.

Had the fleet been provided with torpedoes it is reasonably certain that one or both of the Chinese ironclads would have been destroyed.

The absence of torpedoes is all the more surprising considering the magnificent equipment of the two squadrons in other respects.

Notwithstanding the statement of Admiral Ito I have already learned on unimpeachable authority that there was not a torpedo in the Japanese fleet.

I am sorry that we were responsible for this grave omission.

It is the one serious blunder made by the Japanese since the beginning of the war.

Had the fleet been provided with torpedoes it is reasonably certain that one or both of the Chinese ironclads would have been destroyed.

The absence of torpedoes is all the more surprising considering the magnificent equipment of the two squadrons in other respects.

Notwithstanding the statement of Admiral Ito I have already learned on unimpeachable authority that there was not a torpedo in the Japanese fleet.

I am sorry that we were responsible for this grave omission.

It is the one serious blunder made by the Japanese since the beginning of the war.

## Mails.

U. S. Mail Line.  
PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
Peru (via Nagasaki, Saturday, Dec. 29, at daylight.)  
City of Rio de Janeiro (via Nagasaki, Wednesday, Jan. 16, at daylight.)  
City of Peking (via Nagasaki, Kobo, WEDNESDAY, Feb. 6, at daylight.)

GRIMAUFT & CO., Paris. Sold by all Chemists.

GRIMAUFT'S Matico Capsules AND INJECTION.

Renowned Physicians prescribe Grimauft's Matico as the most active and at the same time the most inexpensive remedy in the treatment of Acute and Chronic Diseases. These Capsules, unlike Coughs, have the inconvenience of producing Nasal.

MATICO INJECTION is used in recent

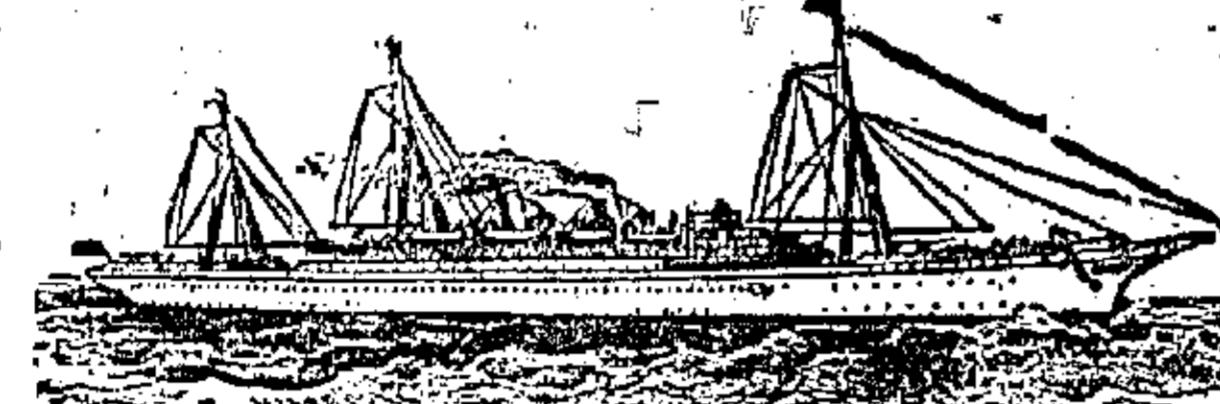
MATICO CAPSULES IN CHRONIC CASES.

Sole Agent for China and Hongkong: CHAN A FOOK, & WATKINS & CO., Hongkong.

For Sale by A. WATKINS & CO., Chemists.

1894.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY—SPEED—PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA CANADA AND THE UNITED STATES.  
(Cable—SHANGHAI, NAGASAKI, KORE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN, Comdr. G. A. Lee, R.N.R., WEDNESDAY, 26th Dec. 94.

EMPEROR OF CHINA, Comdr. R. ARCHIBALD, R.N.R., WEDNESDAY, 23rd Jan. 95.

EMPEROR OF INDIA, Comdr. O. P. MARSHALL, R.N.R., WEDNESDAY, 20th Feb. 95.

THE magnificient Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, leaving there direct, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC without change. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and York to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Domingo, and to ports in Mexico, Central and South America, by the Company's agents connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 6 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

General Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

O. L. GORHAM,  
Acting Agent.  
Hongkong, December 12, 1894.

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Oceanic (via Nagasaki, Kobo, Island Sea, and Yokohama) WEDNESDAY, Jan. 9, 1895, at daylight.

Gaek (via Nagasaki, Kobo, Island Sea, and Yokohama) SATURDAY, Jan. 26, 1895, at daylight.

Belpic (via Nagasaki, Kobo, Island Sea, and Yokohama) WEDNESDAY, Feb. 27, 1895, at daylight.

THE Steamship OCEANIC will be dispatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 9th January, at Daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers' Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, remitting at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 6 p.m. the day previous to sailing.

General Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

O. L. GORHAM,  
Acting Agent.

## Intimations.

## Intimations.

A CURE FOR ASTHMA!!!  
GRIMAUFT'S  
Indian Cigarettes.  
Asthmatic people who suffer from oppression in breathing, swelling of the nose, hoarseness, and loss of voice. Nervous Coughs, Laryngitis, Colds with Wheezing, Bronchitis, Insomnia, Catarrhal Affections and Difficulty in Expectoration, are promptly relieved by these Cigarettes. GRIMAUFT & CO., Paris. Sold by all Chemists.

Signs of Health.  
You don't have to look twice to detect them—bright eyes, bright color, bright smiles, bright in every action.

Disease is overcome only when weak tissue is replaced by the healthy kind. Scott's Emulsion of cod liver oil effects cure by building up sound flesh. It is agreeable to taste and easy of assimilation.

Rents & Brown, Ltd., London. All Chemists.

GRIMAUFT'S  
Matico Capsules  
AND INJECTION.

Renowned Physicians prescribe Grimauft's Matico as the most active and at the same time the most inexpensive remedy in the treatment of Acute and Chronic Diseases. These Capsules, unlike Coughs, have the inconvenience of producing Nasal.

MATICO INJECTION is used in recent

MATICO CAPSULES IN CHRONIC CASES.

Sole Agent for China and Hongkong: CHAN A FOOK, & WATKINS & CO., Hongkong.

For Sale by A. WATKINS & CO., Chemists.

1894.

## Merchant Vessels in Hongkong Harbour.

Names of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the Harbour or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.  
1. From Green Island to the Gas Works.  
2. From Gas Works to Jardine's Wharf.  
3. From Jardine's Wharf to the Harbour Master's Office.  
4. From Harbour Master's to the P. and O. Co.'s Office.  
5. From P. and O. Co.'s Office to Pedder's Wharf.  
6. From Pedder's Wharf to the Naval Yard.  
7. From Naval Yard to Blue Buildings.  
8. From Blue Buildings to East Point.  
9. From East Point to Kellie's Island to North Point.  
10. From North Point to Kowloon Wharves.  
11. From Kowloon Wharves to the Naval Yard.

Section.

1. From Naval Yard to Blue Buildings.  
2. From Blue Buildings to East Point.  
3. From East Point to Kellie's Island to North Point.  
4. From North Point to Kowloon Wharves.  
5. From Kowloon Wharves to the Naval Yard.

Section.

1. From Naval Yard to Blue Buildings.  
2. From Blue Buildings to East Point.  
3. From East Point to Kellie's Island to North Point.  
4. From North Point to Kowloon Wharves.  
5. From Kowloon Wharves to the Naval Yard.

Section.

1. From Naval Yard to Blue Buildings.  
2. From Blue Buildings to East Point.  
3. From East Point to Kellie's Island to North Point.  
4. From North Point to Kowloon Wharves.  
5. From Kowloon Wharves to the Naval Yard.

Section.

1. From Naval Yard to Blue Buildings.  
2. From Blue Buildings to East Point.  
3. From East Point to Kellie's Island to North Point.  
4. From North Point to Kowloon Wharves.  
5. From Kowloon Wharves to the Naval Yard.

Section.

1. From Naval Yard to Blue Buildings.  
2. From Blue Buildings to East Point.  
3. From East Point to Kellie's Island to North Point.  
4. From North Point to Kowloon Wharves.  
5. From Kowloon Wharves to the Naval Yard.

Section.

1. From Naval Yard to Blue Buildings.  
2. From Blue Buildings to East Point.  
3. From East Point to Kellie's Island to North Point.  
4. From North Point to Kowloon Wharves.  
5. From Kowloon Wharves to the Naval Yard.

Section.

1. From Naval Yard to Blue Buildings.  
2. From Blue Buildings to East Point.  
3. From East Point to Kellie's Island to North Point.  
4. From North Point to Kowloon Wharves.  
5. From Kowloon Wharves to the Naval Yard.

Section.

1. From Naval Yard to Blue Buildings.  
2. From Blue Buildings to East Point.  
3. From East Point to Kellie's Island to North Point.  
4. From North Point to Kowloon Wharves.  
5. From Kowloon Wharves to the Naval Yard.

Section.

1. From Naval Yard to Blue Buildings.  
2. From Blue Buildings to East Point.  
3. From East Point to Kellie's Island to North Point.  
4. From North Point to Kowloon Wharves.  
5. From Kowloon Wharves to the Naval Yard.

Section.

1. From Naval Yard to Blue Buildings.  
2. From Blue Buildings to East Point.  
3. From East Point to Kellie's Island to North Point.  
4. From North Point to Kowloon Wharves.  
5. From Kowloon Wharves to the Naval Yard.

Section.

1. From Naval Yard to Blue Buildings.  
2. From Blue Buildings to East Point.  
3. From East Point to Kellie's Island to North Point.  
4. From North Point to Kowloon Wharves.  
5. From Kowloon Wharves to the Naval Yard.

Section.

1. From Naval Yard to Blue Buildings.  
2. From Blue Buildings to East Point.  
3. From East Point to Kellie's Island to North Point.  
4. From North Point to Kowloon Wharves.  
5. From Kowloon Wharves to the Naval Yard.

Section.

1. From Naval Yard to Blue Buildings.  
2. From Blue Buildings to East Point.  
3. From East Point to Kellie's Island to North Point.  
4. From North Point to Kowloon Wharves.  
5. From Kowloon Wharves to the Naval Yard.

Section.

1. From Naval Yard to Blue Buildings.  
2. From Blue Buildings to East Point.  
3. From East Point to Kellie's Island to North Point.  
4. From North Point to Kowloon Wharves.  
5. From Kowloon Wharves to the Naval Yard.

Section.

1. From Naval Yard to Blue Buildings.  
2. From Blue Buildings to East Point.  
3. From East Point to Kellie's Island to North Point.  
4. From North Point to Kowloon Wharves.  
5. From Kowloon Wharves to the Naval Yard.

Section.

1. From Naval Yard to Blue Buildings.  
2. From Blue Buildings to East Point.  
3. From East Point to Kellie's Island to North Point.  
4. From North Point to Kowloon Wharves.  
5. From Kowloon Wharves to the Naval Yard.

Section.

1. From Naval Yard to Blue Buildings.  
2. From Blue Buildings to East Point.  
3. From East Point to Kellie's Island to North Point.  
4. From North Point to Kowloon Wharves.  
5. From Kowloon Wharves to the Naval Yard.

Section.

1. From Naval Yard to Blue Buildings.  
2. From Blue Buildings to East Point.  
3. From East Point to Kellie's Island to North Point.  
4. From North Point to Kowloon Wharves.  
5. From Kowloon Wharves to the Naval Yard.

Section.

1. From Naval Yard to Blue Buildings.  
2. From Blue Buildings to East Point.  
3. From East Point to Kellie's Island to North Point.  
4. From North Point to Kowloon Wharves.  
5. From Kowloon Wharves to the Naval Yard.

Section.

1. From Naval Yard to Blue Buildings.  
2. From Blue Buildings to East Point.  
3. From East Point to Kellie's Island to North Point.  
4. From North Point to Kowloon Wharves.  
5. From Kowloon Wharves to the Naval Yard.

Section.

1. From Naval Yard to Blue Buildings.  
2. From Blue Buildings to East Point.  
3. From East Point to Kellie's Island to North Point.  
4. From North Point to Kowloon Wharves.  
5. From Kowloon Wharves to the Naval Yard.

Section.

1. From Naval Yard to Blue Buildings.  
2. From Blue Buildings to East Point.  
3. From East Point to Kellie's Island to North Point.  
4. From North Point to Kowloon Wharves.  
5. From Kowloon Wharves to the Naval Yard.

Section.

1. From Naval Yard to Blue Buildings.  
2. From Blue Buildings to East Point.  
3. From East Point to Kellie's Island to North Point.  
4. From North Point to Kowloon Wharves.  
5. From Kowloon Wharves to the Naval Yard.

Section.

1. From Naval Yard to Blue Buildings.  
2. From Blue Buildings to East Point.  
3. From East Point to Kellie's Island to North Point.  
4. From North Point to Kowloon Wharves.  
5. From Kowloon Wharves to the Naval Yard.

Section.

1. From Naval Yard to Blue Buildings.  
2. From Blue Buildings to East Point.  
3. From East Point to Kellie's Island to North Point.  
4. From North Point to Kowloon Wharves.  
5. From Kowloon Wharves to the Naval Yard.

Section.

1. From Naval Yard to Blue Buildings.  
2. From Blue Buildings to East Point.  
3. From East Point to Kellie's Island to North Point.  
4. From North Point to Kowloon Wharves.  
5. From Kowloon Wharves to the Naval Yard.

Section.

1. From Naval Yard to Blue Buildings.  
2. From Blue Buildings to East Point.  
3. From East Point to Kellie's Island to North Point.<br